

the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2022–23–09 General Electric Company:
Amendment 39–22236; Docket No. FAA–2022–0989; Project Identifier AD–2022–00468–E.

(a) Effective Date

This airworthiness directive (AD) is effective January 17, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company GE90–90B, GE90–94B, GE90–110B1, and GE90–115B model turbofan engines with an installed high-pressure turbine (HPT) stage 1 disk, HPT stage 2 disk, or stages 7–9 compressor rotor spool with a part number (P/N) and serial number (S/N) identified in Table 1 to paragraph (c) of this AD.

TABLE 1 TO PARAGRAPH (c)—AFFECTED HPT STAGE 1 DISKS, HPT STAGE 2 DISKS, AND STAGES 7–9 COMPRESSOR ROTOR SPOOLS

Part name	P/N	S/N
HPT stage 1 disk	1847M95G04	GWN0R5K4
HPT stage 2 disk	1711M47G13	TMT5N068
HPT stage 2 disk	1865M14P04	TMT5P744
		TMT5P745
		TMT5P749
		TMT5P755
		TMT5P762
Stages 7–9 compressor rotor spool	2032M23G02	GWN0R5M5

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section; 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a manufacturer investigation that revealed that certain HPT stage 1 disks, HPT stage 2 disks, and stages 7–9 compressor rotor spools were manufactured from powder metal material suspected to contain iron inclusion. The FAA is issuing this AD to prevent fracture and potential uncontained failure of certain HPT stage 1 disks, HPT stage 2 disks, and stages 7–9 compressor rotor spools. The unsafe condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the aircraft.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Before exceeding 400 flight cycles after the effective date of this AD, remove the affected HPT stage 1 disk, HPT stage 2 disk, and stages 7–9 compressor rotor spool from service and replace with a part eligible for installation.

(2) For affected engines not in service, before further flight, remove the affected HPT stage 1 disk, HPT stage 2 disk, and stages 7–9 compressor rotor spool and replace with a part eligible for installation.

(h) Definitions

(1) For the purpose of this AD, a “part eligible for installation” is any HPT stage 1 disk, HPT stage 2 disk, or stages 7–9 compressor rotor spool with a P/N and S/N not identified in Table 1 to paragraph (c) of this AD.

(2) For the purpose of this AD, “affected engines not in service” are affected engines that are in long-term or short-term storage as of the effective date of this AD.

(i) Installation Prohibition

After the effective date of this AD, do not install an HPT stage 1 disk, HPT stage 2 disk, or stages 7–9 compressor rotor spool with a P/N and S/N identified in Table 1 to paragraph (c) of this AD onto any engine.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD and email to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7178; email: Alexei.T.Marqueen@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on November 1, 2022.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022–26831 Filed 12–9–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–0712; Airspace Docket No. 22–ACE–1]

RIN 2120–AA66

Amendment and Revocation of Multiple Air Traffic Service (ATS) Routes; Establishment of Area Navigation (RNAV) Route; and Revocation of the Pawnee City, NE, Low Altitude Reporting Point in the Vicinity of Pawnee City, NE

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Route J–64, VHF Omnidirectional Range (VOR) Federal airways V–50, V–71, V–216, and V–307, and Area Navigation (RNAV) route T–286; establishes RNAV route T–468; and revokes J–130, J–192, V–553, and the Pawnee City, NE, low altitude reporting point. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Pawnee City, NE, VOR/Tactical Air Navigation (VORTAC) navigational aid

(NAVAID). The Pawnee City VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, February 23, 2023. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2022-0712 in the **Federal Register** (87 FR 35133; June 9, 2022), amending Jet Route J-64, VOR Federal airways V-50, V-71, V-216, and V-307, and RNAV route T-286; establishing RNAV route T-468; and revoking J-130, J-192, V-553, and the Pawnee City, NE, low altitude reporting point. The proposed actions were due to the planned decommissioning of the VOR portion of the Pawnee City, NE, VORTAC NAVAID. Interested parties were invited to participate in this rulemaking effort

by submitting written comments on the proposal. No comments were received.

Jet Routes are published in paragraph 2004, VOR Federal airways are published in paragraph 6010(a), United States Area Navigation Routes are published in paragraph 6011, and Domestic Low Altitude Reporting Points are published in paragraph 7001 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The ATS route and reporting point actions listed in this document will be published subsequently in FAA Order JO 7400.11.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by amending Jet Route J-64, VOR Federal airways V-50, V-71, V-216, and V-307, and RNAV route T-286; establishing RNAV route T-468; and revoking J-130, J-192, V-553, and the Pawnee City, NE, low altitude reporting point due to the planned decommissioning of the Pawnee City, NE, VOR. The ATS route and low altitude reporting point actions are described below.

J-64: J-64 extends between the Los Angeles, CA, VORTAC and the intersection of the Ravine, PA, VORTAC 102° and Lancaster, PA, VOR/Distance Measuring Equipment (VOR/DME) 044° radials (SARAA Fix). The route segment overlying the Pawnee City, NE, VORTAC between the Hill City, KS, VORTAC and the Lamoni, IA, VOR/DME is removed. As amended, the route is changed to extend between the Los Angeles, CA, VORTAC and the Hill City, KS, VORTAC and between the Lamoni, IA, VOR/DME and the intersection of the Ravine, PA, VORTAC 102° and Lancaster, PA, VOR/DME 044° radials (SARAA Fix).

J-130: J-130 extends between the McCook, NE, VOR/DME and the Pawnee City, NE, VORTAC. The route is removed in its entirety.

J-192: J-192 extends between the Goodland, KS, VORTAC and the Iowa City, IA, VOR/DME. The route is removed in its entirety.

V-50: V-50 extends between the Hastings, NE, VOR/DME and the Dayton, OH, VOR/DME. The airway segment overlying the Pawnee City VORTAC between the Hastings, NE, VOR/DME and the St Joseph, MO, VORTAC is removed. As amended, the airway is changed to extend between the St Joseph, MO, VORTAC and the Dayton, OH, VOR/DME.

V-71: V-71 extends between the Fighting Tiger, LA, VORTAC and the O'Neill, NE, VORTAC and between the Pierre, SD, VORTAC and the Williston, ND, VOR/DME. The airway segment overlying the Pawnee City VORTAC between the Topeka, KS, VORTAC and the Lincoln, NE, VORTAC is removed. As amended, the airway is changed to extend between the Fighting Tiger, LA, VORTAC and the Topeka, KS, VORTAC; between the Lincoln, NE, VORTAC and the O'Neill, NE, VORTAC; and between the Pierre, SD, VORTAC and the Williston, ND, VOR/DME.

V-216: V-216 extends between the Lamar, CO, VOR/DME and the Janesville, WI, VOR/DME. The airway segment overlying the Pawnee City VORTAC between the Mankato, KS, VORTAC and the Lamoni, IA, VOR/DME is removed. As amended, the airway is changed to extend between the Lamar, CO, VOR/DME and the Mankato, KS, VORTAC; and between the Lamoni, IA, VOR/DME and the Janesville, WI, VOR/DME.

V-307: V-307 extends between the Chanute, KS, VORTAC and the Omaha, IA, VORTAC. The airway segment overlying the Pawnee City VORTAC between the Emporia, KS, VORTAC and the Omaha, IA, VORTAC is removed. As amended, the airway is changed to extend between the Chanute, KS, VORTAC and the Emporia, KS, VORTAC.

V-553: V-553 extends between the Salina, KS, VORTAC and the Pawnee City, KS, VORTAC. The airway is removed in its entirety.

T-286: T-286 extends between the Rapid City, SD, VORTAC and the BOWLR, KS, Fix. The Pawnee City, NE, VORTAC is replaced by the HTHWY, NE, waypoint (WP) being established in close proximity of the Pawnee City VORTAC; the EFFEX, NE, Fix is removed from the route description since it does not denote a route turn point; and the route is extended northward to the FONIA, ND, Fix via the JELRO, SD, Fix and the Dickenson, ND, VORTAC. The amended route provides RNAV routing between the Williston, ND, area and the Atchison, KS, area. The full route description is listed in the amendments to part 71 as set forth below.

T-468: T-468 is a new RNAV route that extends between the Hill City, KS, VORTAC and the LEWRP, MO, WP. This new T-route provides RNAV routing between the Hill City, KS, area eastward to the Kirksville, MO, area via the KNSAS, KS, WP being established and the Lamoni, IA, VOR/DME. The full route description is listed in the amendments to part 71 as set forth below.

Pawnee City, NE: The Pawnee City, NE, low altitude reporting point is removed as it is no longer required by air traffic control as a result of the Pawnee City VOR being decommissioned.

All NAVAID radials listed in the ATS route descriptions below are unchanged and stated in True degrees.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of amending Jet Route J-64, VOR Federal airways V-50, V-71, V-216, and V-307, and RNAV route T-286; establishing RNAV route T-468; and revoking J-130, J-192, V-553, and the Pawnee City, NE, low altitude reporting point, due to the planned decommissioning of the VOR portion of the Pawnee City, NE, VORTAC NAVAID, qualifies for categorical

exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points) and paragraph 5–6.5k, which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11G,

Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

Paragraph 2004 Jet Routes.

* * * * *

J-64 [Amended]

From Los Angeles, CA; INT Los Angeles 083° and Hector, CA, 226° radials; Hector; Peach Springs, AZ; Tuba City, AZ; Rattlesnake, NM; Pueblo, CO; to Hill City, KS. From Lamoni, IA; Bradford, IL; INT Bradford 089° and Fort Wayne, IN, 280° radials; Fort Wayne; Ellwood City, PA; Ravine, PA; to INT Ravine 102° and Lancaster, PA, 044° radials.

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J-130 [Removed]

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J-192 [Removed]

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Paragraph 6010(a) Domestic VOR Federal Airways.

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V-50 [Amended]

From St. Joseph, MO; Kirksville, MO; Quincy, IL; Spinner, IL; Adders, IL; Terre Haute, IN; Brickyard, IN; to Dayton, OH.

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V-71 [Amended]

From Fighting Tiger, LA; Natchez, MS; Monroe, LA; El Dorado, AR; Hot Springs, AR; INT Hot Springs 358° and Harrison, AR, 176° radials; Harrison; Springfield, MO; Butler, MO; to Topeka, KS. From Lincoln, NE; Columbus, NE; to O'Neill, NE. From Pierre, SD; Bismarck, ND; to Williston, ND.

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V-216 [Amended]

From Lamar, CO; Hill City, KS; to Mankato, KS. From Lamoni, IA; Ottumwa, IA; Iowa City, IA; INT Iowa City 062° and Janesville, WI, 240° radials; to Janesville.

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V-307 [Amended]

From Chanute, KS; to Emporia, KS.

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V-553 [Removed]

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Paragraph 6011 United States Area Navigation Routes.

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T-286 FONIA, ND TO BOWLR, KS [AMENDED]

FONIA, ND	FIX	(Lat. 48°15'35.07" N, long. 103°10'37.54" W)
Dickinson, ND (DIK)	VORTAC	(Lat. 46°51'36.14" N, long. 102°46'24.60" W)
JELRO, SD	FIX	(Lat. 45°48'43.83" N, long. 102°51'46.96" W)
Rapid City, SD (RAP)	VORTAC	(Lat. 43°58'33.74" N, long. 103°00'44.38" W)
Gordon, NE (GRN)	NDB	(Lat. 42°48'03.90" N, long. 102°10'45.82" W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58'53.99" N, long. 100°43'08.52" W)
BOKKI, NE	FIX	(Lat. 41°39'54.99" N, long. 099°52'17.00" W)

Grand Island, NE (GRI)	VOR/DME	(Lat. 40°59'02.50" N, long. 098°18'53.20" W)
HTHWY, NE	WP	(Lat. 40°12'01.96" N, long. 096°12'22.51" W)
Robinson, KS (RBA)	DME	(Lat. 39°51'03.00" N, long. 095°25'23.00" W)
BOWLR, KS	FIX	(Lat. 39°37'21.29" N, long. 095°11'00.26" W)

* * * * *

T-468 HILL CITY, KS (HLC) TO LEWRP, MO [NEW]

Hill City, KS (HLC) to LEWRP, MO [New]	VORTAC	(Lat. 39°15'31.49' N, long. 100°13'33.06" N, long.W)
KNSAS, KS	WP	(Lat. 39°48'22.62' N, long. 098°15'36.62" N, long.W)
Lamoni, IA (LMN)	VOR/DME	(Lat. 40°35'48.35' N, long. 093°58'03.33" N, long.W)
LEWRP, MO	WP	(Lat. 40°08'06.06' N, long. 092°35'30.15" N, long.W)

Paragraph 7001, Domestic Low Altitude Reporting Points.

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Pawnee City, NE [Removed]

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Issued in Washington, DC, on December 5, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022–26739 Filed 12–9–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2021–1106; Airspace
Docket No. 19–AAL–70]

RIN 2120–AA66

**Amendment of United States Area
Navigation (RNAV) Route T–266;
Juneau, AK**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on October 24, 2022, that amends Area Navigation (RNAV) route T–266 in support of a large and comprehensive T-route modernization project for the state of Alaska.

In the T–266 description in the final rule, the order of the listed route points was reversed in error. This action makes editorial corrections to list the T–266 route points to match the route data forms and the FAA National Airspace System Resource (NASR) database information.

DATES: Effective date 0901 UTC, December 29, 2022. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a final rule in the **Federal Register** (87 FR 64162; October 24, 2022), amending RNAV route T–266 in support of a large and comprehensive

T-route modernization project for the state of Alaska. Subsequent to publication, the FAA determined that the T–266 route points listed in the route description did not match the order of the route points listed in the route data forms or the FAA NASR database. This rule corrects that mismatch of route points listed in the rule and in the route data forms and NASR database by reversing the order of the route points listed in the T–266 description published in the final rule.

This is an editorial change only to match the route data forms and FAA NASR database information and does not alter the alignment of the T–266 route.

United States Area Navigation Routes are published in paragraph 6011 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The RNAV T-route listed in this document will be published subsequently in FAA Order JO 7400.11.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, RNAV route T–266 reflected in Docket No. FAA–2021–1106, as published in the **Federal Register** of October 24, 2022 (87 FR 64162), FR Doc. 2022–22411, is corrected as follows:

■ 1. On page 64163, correct the table for T–266 Annette Island, AK (ANN) to SPUTA, AK [Amended] to read:

T-266 SPUTA, AK to Annette Island, AK (ANN) [Amended]

SPUTA, AK	WP	(Lat. 59°42'42.73" N, long. 135°16'41.88" W)
AKCAP, AK	WP	(Lat. 59°27'36.23" N, long. 135°18'56.39" W)
FEDMI, AK	WP	(Lat. 59°18'38.28" N, long. 135°23'31.15" W)
BAVKE, AK	WP	(Lat. 59°12'43.71" N, long. 135°25'39.26" W)
ROTV, AK	WP	(Lat. 59°05'52.67" N, long. 135°21'43.16" W)
WONOS, AK	WP	(Lat. 59°00'16.62" N, long. 135°20'12.89" W)
COPOG, AK	WP	(Lat. 58°53'31.17" N, long. 135°19'57.44" W)
JAPOR, AK	WP	(Lat. 58°45'45.29" N, long. 135°09'08.84" W)
NIGPE, AK	WP	(Lat. 58°38'44.99" N, long. 135°04'28.66" W)
GUMLE, AK	WP	(Lat. 58°35'18.69" N, long. 135°02'58.46" W)
ZONPU, AK	WP	(Lat. 58°31'22.14" N, long. 134°59'35.61" W)
ZADED, AK	WP	(Lat. 58°20'24.09" N, long. 134°48'30.77" W)
RADKY, AK	FIX	(Lat. 58°08'00.39" N, long. 134°29'55.53" W)
XADZY, AK	WP	(Lat. 57°01'00.00" N, long. 133°00'00.00" W)
VULHO, AK	WP	(Lat. 56°49'05.00" N, long. 132°49'30.00" W)
YICAX, AK	WP	(Lat. 56°39'45.00" N, long. 132°37'00.00" W)
VAZPU, AK	WP	(Lat. 56°27'24.00" N, long. 132°25'56.00" W)
DOOZI, AK	FIX	(Lat. 55°37'57.14" N, long. 132°10'28.73" W)